

Type I and II Ground Disturbing Categorical Exclusion Action Classification Form

Project No.	BR-0126
WBS Element	48835.1.1
Federal Project No.	N/A

A. Project Description:

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 960667 on SR 1749 (Austin Traphill Road) over Sparks Creek in Wilkes County (Refer to Figure 1).

Bridge No. 960667, built in 1953, is a reinforced concrete deck girder bridge with two 11-foot travel lanes and is approximately 90 feet long. Bridge No. 960667 has a posted single vehicle weight limit of 25 tons and a truck tractor semitrailer weight limit of 37 tons. The existing right of way (ROW) along SR 1749 (Austin Traphill Road) is 40 feet. The project is scheduled for ROW in September 2019 and Let in May 2020. Minor ROW acquisition is anticipated.

The project proposes to replace the existing structure with an approximately 39-foot wide two-span cored slab bridge with two 11-foot travel lanes and a shoulder width from three to 11 feet. The proposed bridge would be approximately 102 feet in length. Guardrail will be installed at the bridge approaches. The proposed bridge will be realigned slightly to the north of the existing bridge, requiring minor realignment of SR 1749 (Austin Traphill Road) and a roadway tie in to Hincer Lane. The project also crosses Cheatwood Branch west of Bridge No. 960667; however, there will be no improvements made to the two 72" RCPs which it travels through. The total length of the project is approximately 952 feet. Minimal right of way acquisition is anticipated, with a proposed right of way width of up to 94 feet. The proposed bridge will not be posted with a weight restriction and will be designed to meet the legal load rating. An onsite detour will be utilized due to the staged construction of the proposed bridge; traffic will remain on the existing bridge and shift to the new alignment upon its completion. The roadway is classified as a Minor Rural Collector with a 55-mile per hour design and posted speed limit.

B. Description of Need and Purpose:

The replacement of Bridge No. 960667 is part of the *Growing Rural Economy and Agriculture through Transportation and Technology Enhancement or Replacement in North Carolina (GREATER-NC)* Project under the United States Department of Transportation's 2018 Better Utilizing Investments to Leverage Development (BUILD) Grant program. The purpose of the grant and this bridge replacement project is to provide transportation infrastructure to support economic development and improve physical and digital connectivity in rural communities in North Carolina. The posted weight restriction on Bridge No. 960667 prohibits large or heavy vehicles, typically used in transporting agricultural and manufactured products, from using the bridge. Vehicles above the posted weight must detour 7 miles to avoid the bridge. Replacing the existing bridge will eliminate posted weight limits by providing a safe crossing for all legal

loads and will make accommodations for broadband installation in order to support economic competitiveness.

C. Categorical Exclusion Action Classification:

TYPE I A

D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

Anticipated Permit or Consultation Requirements: A Nationwide Permit (NWP) will likely be applicable. The US Army Corps of Engineers (USACE) holds the final discretion as to what permit(s) will be required to authorize project construction. If a Section 404 permit is required, a Section 401 Water Quality Certification (WQC) from the North Carolina Department of Water Resources (NCDWR) will also be needed.

Floodplain: Sparks Creek, which crosses under Bridge No. 960667, and a portion of Cheatwood Branch are in a FEMA Zone AE Floodplain. The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of the project regarding applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR). See Section I, Project Commitments.

Historic and Archaeological Resources: In compliance with NCDOT'S Programmatic Agreement with the State Historic Preservation office, NCDOT Human Environment Section completed a *No Historic Properties Present or Affected* form for Historic Architecture and Landscapes on 03/11/2019; a *Survey Required* form was provided on 2/14/2019, and a *No NRHP-Eligible or Listed Sites Present* form was provided on 08/15/2019 for Archaeological Resources.

Agricultural Land Use: Active agricultural fields including hay, corn, beef, cattle, poultry and tobacco were identified surrounding the project area using aerial imagery and confirmed by both the local planner and April 2019 site visit. Minor right of way acquisition will be required for the project. Impacts to farming operations have been minimized by use of an on-site detour. Continued coordination should occur through right of way with the owners of the agricultural lands to ensure that access is maintained for farm equipment and impacts to agricultural operations are minimized during construction. See Section I, Project Commitments.

Environmental Commitments: Project commitments are located at the end of the checklist in Section I.

Estimated Costs (FY 2020): The estimated costs are as follows:

Utility*	64,000
R/W**	57,562
Const.***	1,700,000
Total	\$1,821,562

Source: * Connect GREATER Rural Bridge Program- Bridges Budget Sources and Uses, Accessed July 23, 2019.

<https://connect.ncdot.gov/resources/GREATER-Rural-Bridge-Program/Documents/05%20NCDOT%20Bridges%20Budget%20Sources%20and%20Uses.xlsx>

** NCDOT Right of Way Appraisal Unit, September 2019

*** NCDOT Contracts Standards and Development Unit, July 2019

Estimated Traffic:

Average Daily Traffic (ADT) 2016* 710 vehicles per day (vpd)

Average Daily Traffic (ADT) 2040 1,100 vpd

Source: * NCDOT Traffic Review Sheet, 2018

Pedestrian and Bicycle Accommodations: There are no existing bike or pedestrian facilities on Bridge No. 960667 along SR 1749 (Austin Traphill Road). However, SR 1749 is identified as part of the Tobacco Road Bicycle Loop, a feature in Wilkes County's bicycle network. A Start of Study letter was sent to NCDOT Bicycle & Pedestrian Division; no comments were received.

Design Exceptions: A design exception is not required for this project.

Alternative Analysis:

No Build – The no build alternative would not meet the requirements of the GREATER-NC Project, and thus is not a viable option.

Rehabilitation – Rehabilitation would not meet the requirements of the GREATER-NC Project, and thus is not a viable option.

North Alignment (Selected Alternative) – The proposed structure will have a new alignment north of the existing bridge to avoid impacts to Cheatwood Branch, improve design speed and sight distance, and facilitate a staged construction of the proposed bridge.

Replace Bridge in Place with Offsite Detour – An offsite detour is not proposed as part of this project due to length of detour route; traffic will remain on the existing structure and shift to the new alignment upon completion of the new bridge due to the proposed staged construction. The new alignment minimizes impacts to the stream south of the existing bridge and allows for use of the existing bridge as an on-site detour.

Agency Comments: Input forms were sent to the Wilkes County EMS Director, Wilkes County Planning Director, and the Wilkes County Schools Director of Transportation in February 2019.

According to the Wilkes County School Transportation Director, 9 trips per day travel within the project study area, including accessing Bridge 960667, during the school year. School bus traffic occurs twice daily: 7:00 AM and 3:00 PM. The County Transportation Director indicated that an offsite detour would have a high impact; however, an onsite detour is anticipated. A low level of impact was noted from the Wilkes County Planning Director if the bridge was closed for

up to a year. The Wilkes County EMS Director indicated low level impact on emergency services if SR 1749 (Austin Traphill Road) were closed or at a reduced capacity for up to a year. The EMS Director notes concern for potential long detour routes that may affect response time, if an off-site detour is considered; however, an offsite detour is not anticipated.

Response: The existing bridge will serve as an onsite detour during construction. Traffic will be maintained on the existing bridge during construction and shift to the new alignment upon completion of the new bridge. Continued coordination with County EMS and Schools will take place prior to construction; see Section I, Project Commitments.

Agency Start of Study notifications were sent to the **USACE, Federal Highway Administration (FHWA), NC Wildlife Resources Commission (NC WRC), U.S. Fish and Wildlife Service (USFWS), NC Department of Environmental Quality - Division of Water Resources (NC DEQ- DWR), and NC Division of Parks and Recreation (NC DPR)** in May 2019, and to the **Eastern Band of Cherokee Indians, Cherokee Nation of Oklahoma, and United Keetoowah Band of Cherokee Indians** in July of 2019. Start of Study notifications were sent to NCDOT Division 11 and NCDOT Preconstruction contacts in May 2019.

Comments provided by **USFWS** regarding the project include the following: recommendations for erosion and sediment control, Northern long-eared bat (NLEB), migratory birds, and replacing structures that cross rivers and streams. No project-specific comments were provided.

Response: The NLEB has been assessed by the NCDOT Biological Surveys Group, and the nearest NLEB hibernacula record is 42 miles west of the project and no known NLEB roost trees occur within 150 feet of the project area.

NC DWR provided general project comments regarding 401 Water Quality Certification, erosion and sediment control BMPs, and mitigation for impacts to waters of the U.S.

NC WRC provided standard bridge replacement comments regarding Section 404 permitting, endangered species, erosion and sediment control, and anadromous fish; project-specific comments note that significant trout resources are not expected and there is no request for a trout moratorium.

USACE and **NC DPR** had no specific comments regarding the proposed actions. No response was received from **FHWA, Eastern Band of Cherokee Indians, Cherokee Nation of Oklahoma, and United Keetoowah Band of Cherokee Indians.**

Public Involvement: A landowner notification letter was sent on 2/7/2019 to property owners adjacent to the bridge to inform them of representatives being present on their property for surveys. No comments have been received to date.

Prior to ROW, newsletters will be sent out by STV on behalf of NCDOT to the properties affected by the project to inform them of the project; see Section I, Project Commitments.

F. Project Impact Criteria Checklists:

<u>Type I & II - Ground Disturbing Actions</u>			
<u>FHWA APPROVAL ACTIVITIES THRESHOLD CRITERIA</u>			
If any of questions 1-7 are marked "yes" then the CE will require FHWA approval.		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If any of questions 8 through 31 are marked "yes" then additional information will be required for those questions in Section G.			
<u>Other Considerations</u>		Yes	No
8	Does the project result in a finding of "may affect not likely to adversely affect" for listed species, or designated critical habitat under Section 7 of the Endangered Species Act (ESA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the NHPA effects determination other than a no effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Other Considerations (continued)</u>		Yes	No
15	Does the project involve hazardous materials and/or landfills?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)? Not Applicable	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input type="checkbox"/>
29	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Response to Question 16 – Floodplain Impacts

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Response to Question 30 - Prime and Important Farmland Soils:

Prime and Important Farmland Soils as defined by the Farmland Protection Policy Act (FPPA) are located within the project study area. A project footprint for the Prime and Important Farmland Soils assessment was created to include a 25-foot buffer from the slope stakes. The Prime and Important Farmland Soil found within the footprint are designated as all areas are Farmland of Statewide Importance and Prime Farmland if drained and either protected from flooding or not frequently flooded during the growing season.

A Natural Resource Conservation Service (NRCS) Farmland Conversion Impact Rating has been completed for this project and a total score of 50 out of 160 points was calculated for the BR-0126 project site. Since the total of the points assigned in part VI of the NRCS Farmlands Conversion Form AD-1006 for BR-0126 is less than 60 and therefore the total points of the NRCS Farmlands Conversion Form AD-1006 is less than 160, no mitigation for farmland loss is required for the project in accordance with FPPA.

I. Project Commitments

Wilkes County
Bridge No. 960667 on SR 1749 (Austin Traphill Road) over Sparks Creek
WBS No. 48835.1.1
Project No. BR-0126

NCDOT Hydraulics Unit FEMA Coordination

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), to determine status of project with regard to applicability of NCDOT'S Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

NCDOT Division 11 Construction FEMA Floodplains and Floodways

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

NCDOT Structures Management Unit Public Involvement Newsletter

Prior to ROW, newsletters will be sent out by STV on behalf of NCDOT to the properties affected by the project to inform them of the project.

NCDOT –Division 11 Agricultural Land Use

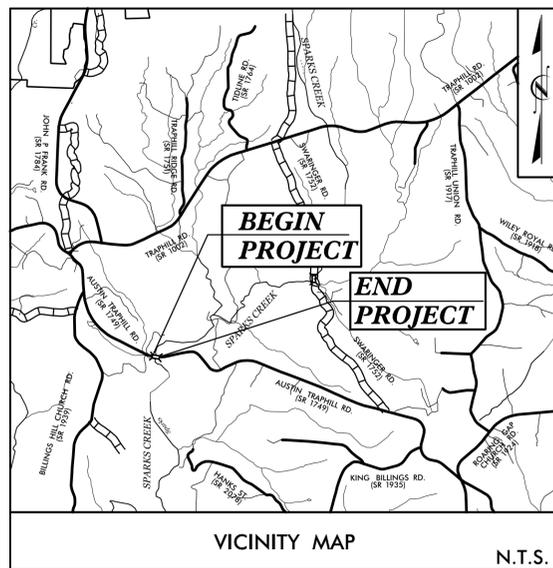
Continued coordination should occur through right of way with the owners of the agricultural lands that are temporarily impacted by construction.

NCDOT Division 11 Continued Coordination for Schools and Emergency Services

NCDOT should coordinate construction activities with Wilkes County Schools (Eric Barker, 336-667-1126) and Wilkes County Emergency Services (Timothy Pennington, 336-651-7363) at least one month prior to construction.

TIP PROJECT: BR-0126

See Sheet 1A For Index of Sheets
See Sheet 1B For Standard Symbology Sheet



**PRELIMINARY PLANS
SUBMITTED 09-04-19**

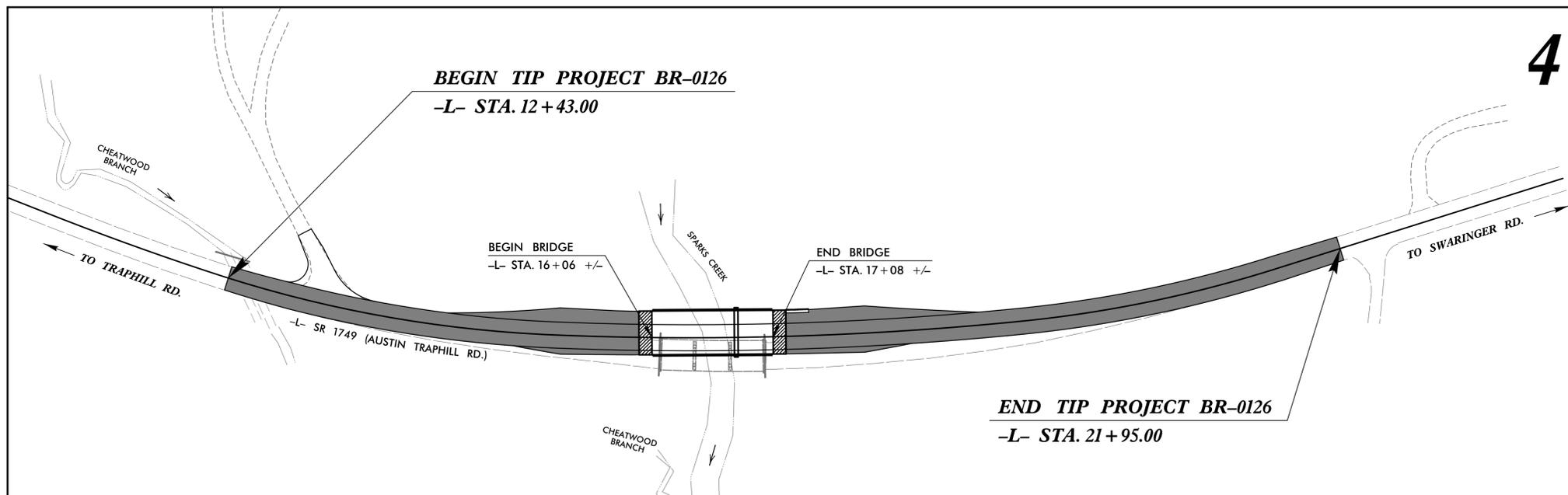
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

WILKES COUNTY

**LOCATION: BRIDGE NO. 960667 OVER SPARKS CREEK
ON SR 1749 (AUSTIN TRAPHILL ROAD)**

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND STRUCTURE

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	BR-0126	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
48835.1.1		P.E.	



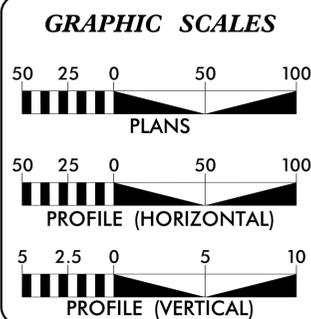
4

**THIS PROJECT IS NOT WITHIN A MUNICIPAL BOUNDARY.
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO
THE LIMITS ESTABLISHED BY METHOD ____.**

**INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION**

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

CONTRACT:



DESIGN DATA

ADT 2016 =	710
ADT 2040 =	1100
DHV =	N/A
D =	N/A
T =	N/A
V =	55 MPH
FUNC. CLASSIFICATION: MINOR RURAL COLLECTOR SUB-REGIONAL TIER	

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT BR-0126 =	0.161 MILES
LENGTH OF STRUCTURE TIP PROJECT BR-0126 =	0.019 MILES
TOTAL LENGTH OF TIP PROJECT BR-0126 =	0.180 MILES

NCDOT CONTACT: TIERRE PETERSON, PE
STRUCTURES MANAGEMENT UNIT

PLANS PREPARED FOR THE NCDOT BY:
STV ENGINEERS, INC.
900 West Trade St., Ste. 715, Charlotte NC, 28202
NC License Number F-0991

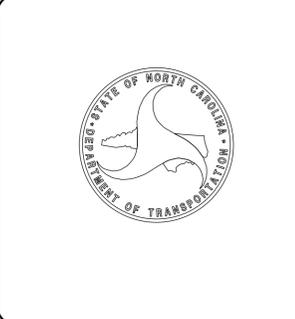
2018 STANDARD SPECIFICATIONS	
RIGHT OF WAY DATE:	KEVIN G. BAILEY, PE PROJECT ENGINEER
LETTING DATE:	ETHAN P. WRIGHT, PE PROJECT DESIGNER

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

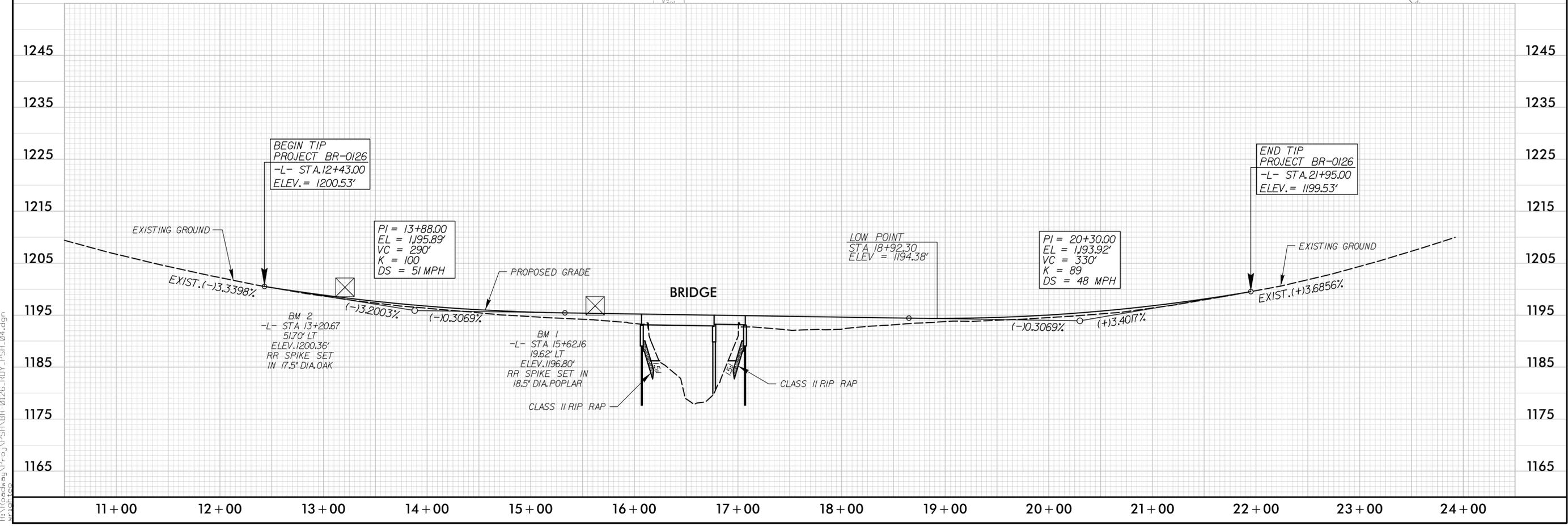
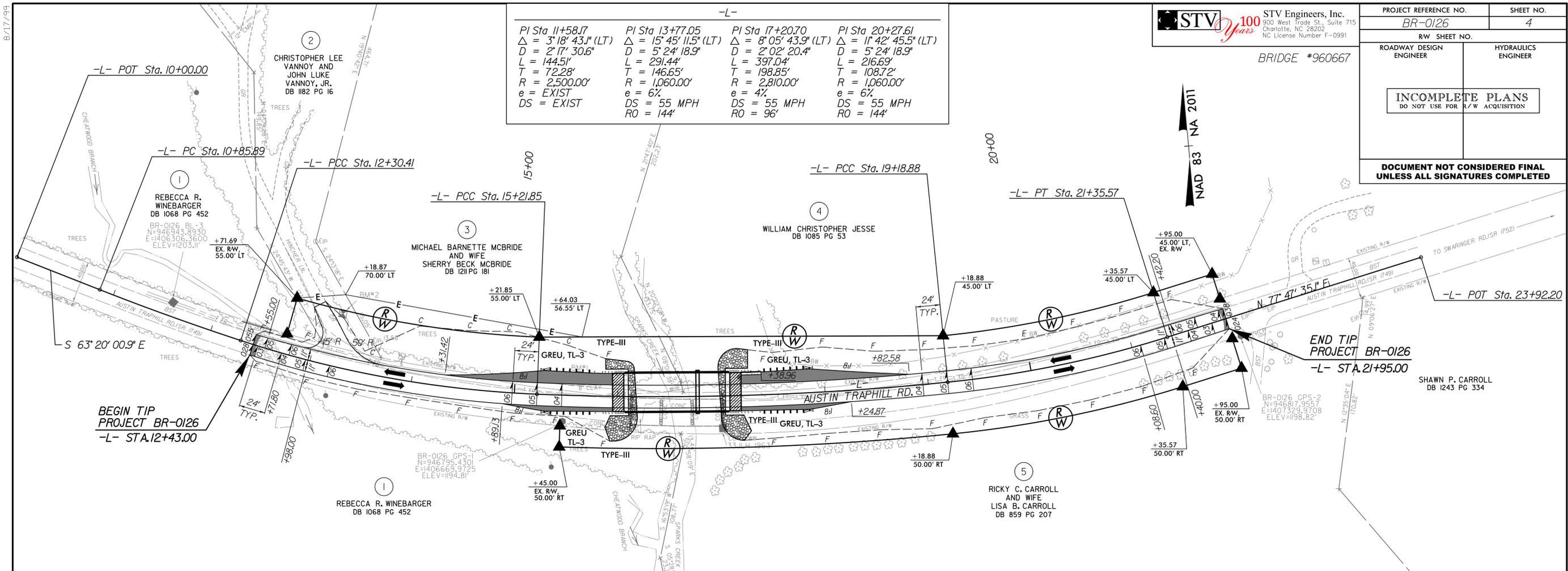
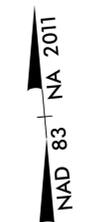
SIGNATURE: _____ P.E.



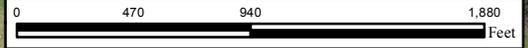
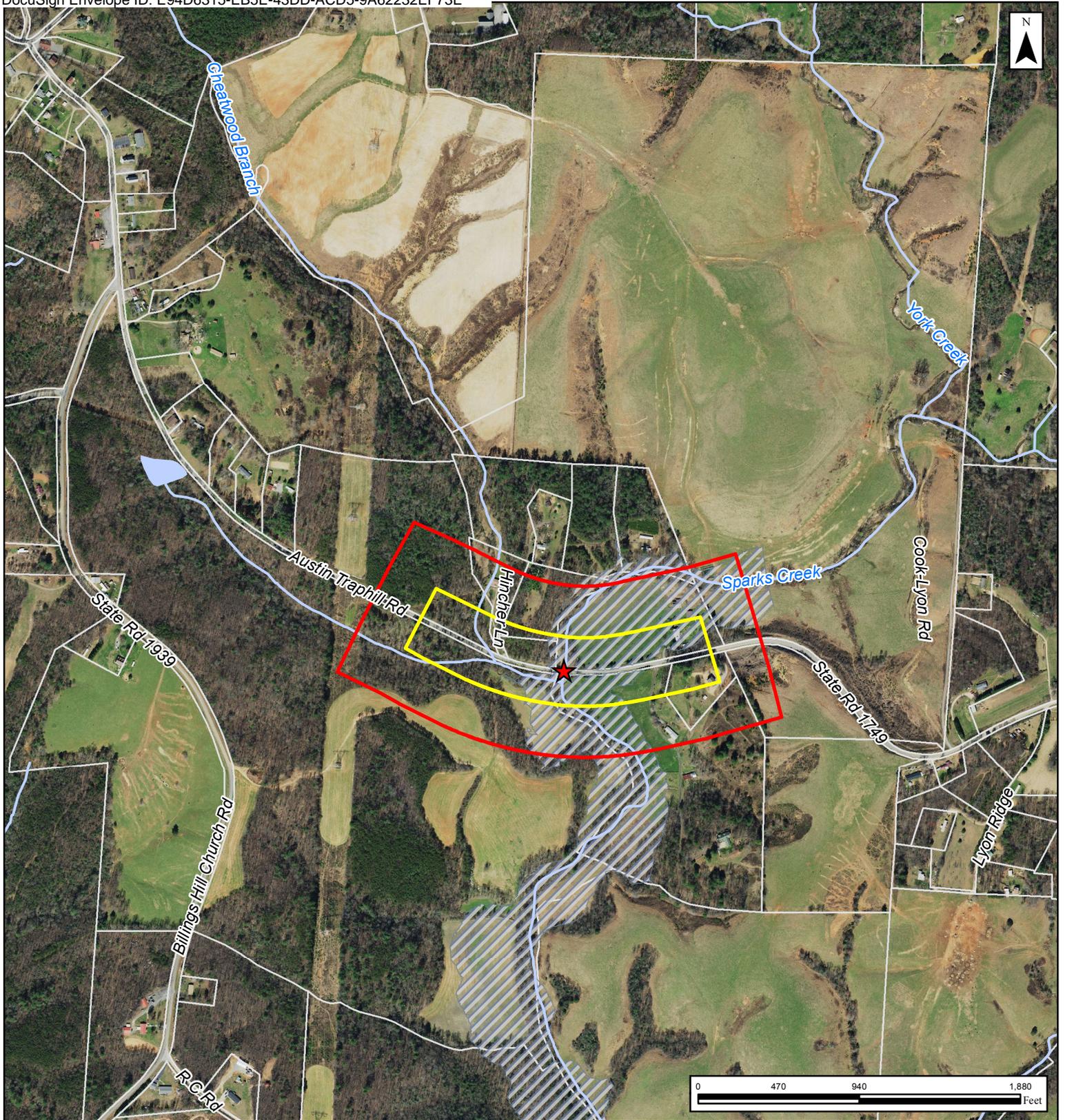
PROJECT REFERENCE NO.	SHEET NO.
BR-0126	4
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

-L-			
PI Sta 11+58.17 Δ = 3° 18' 43.1" (LT) D = 2° 17' 30.6" L = 144.51' T = 72.28' R = 2,500.00' e = EXIST DS = EXIST	PI Sta 13+77.05 Δ = 15° 45' 11.5" (LT) D = 5° 24' 18.9" L = 291.44' T = 146.65' R = 1,060.00' e = 6% DS = 55 MPH RO = 144'	PI Sta 17+20.70 Δ = 8° 05' 43.9" (LT) D = 2° 02' 20.4" L = 397.04' T = 198.85' R = 2,810.00' e = 4% DS = 55 MPH RO = 96'	PI Sta 20+27.61 Δ = 11° 42' 45.5" (LT) D = 5° 24' 18.9" L = 216.69' T = 108.72' R = 1,060.00' e = 6% DS = 55 MPH RO = 144'

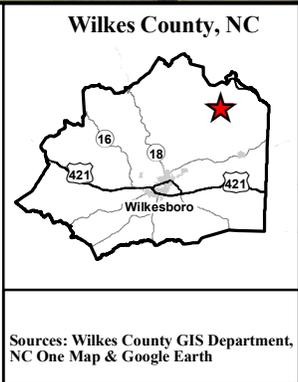
BRIDGE #960667



9/4/2019
 R:\Roadway\Pro\PSH\BR-0126.RDY_PSH_04.dgn
 W:\Lighter



Legend	
	Br. 960667 over Sparks Creek
	Project Study
	Direct Community Impact Area (DCIA)
	Stream
	Water Body
	Floodplain
	Parcel



<p>Bridge No. 960667 Replacement over Sparks Creek Wilkes County NCDOT Division 11</p>
<p>July 2019</p>
<p>Figure 1</p>

18-09-0088



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No.:	BR-0126	County:	Wilkes
WBS No.:	67126.1.1	Document Type:	CE
Fed. Aid No.:		Funding:	<input checked="" type="checkbox"/> State <input type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	USACE
Project Description: Replace Bridge No. 667 on SR 1749 (Austin Raphill Rd) over Sparks Creek.			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: n/a

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on March 11, 2019. There is one c.1945 house in the APE of this project. No image of this property is available online; however, the house is 375 feet from edge of pavement. No historic properties will be affected by this project.

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OF AFFECTED**

Shelby Reap

NCDOT Architectural Historian

3/11/19

Date



Google Street View of c.1945 house from bridge



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT FORM**



This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

PROJECT INFORMATION

Project No: BR-0126 *County:* Wilkes
WBS No: 67126 *Document:* Federal Categorical Exclusion
F.A. No: *Funding:* State Federal
Federal Permit Required? Yes No *Permit Type:* USACE

Project Description: Replace Bridge 667 on SR 1749 (Austin Traphil Rd.) over Sparks Creek in Wilkes County. The Area of Potential Effects (A.P.E.) is approximately 436 meters (1,431 ft.) long and 60 meters (198 ft.) wide. The project is State-funded and will require Federal permits. Easements will be required.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:

- There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- No subsurface archaeological investigations were required for this project.
- Subsurface investigations did not reveal the presence of any archaeological resources.
- Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Brief description of review activities, results of review, and conclusions:

See attached report

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence

Other:

Signed:

CALEB SMITH

8/15/2019

NCDOT ARCHAEOLOGIST

Date

NCRS Farmland Conversion Impact Rating:

Bridge No. 960663 on SR 1002 (Traphill Road) over East Prong of Roaring River
in Wilkes County, NC

PRELIMINARY SCREENING OF FARMLAND CONVERSION IMPACTS – POINT PROJECT

1. **Area in non-urban use. Points awarded = 12 out of 15**
Estimated using aerial photography; approximately 80% of the land within the 1-mile buffer is non-urban.
2. **Perimeter in non-urban use. Points awarded = 8 out of 10**
Estimated using aerial photography; approximately 80% borders on land in non-urban use.
3. **Percent of site being farmed. Points awarded = 10 out of 20**
Estimated using aerial photography; approximately 50% of the site is being farmed.
4. **Protection provided by state and local government. Points awarded = 0 out of 20**
The site is not designated as a Voluntary Agriculture District (VAD) or Enhanced Voluntary Agriculture District (EVAD).
5. **Distance from urban built-up area. Points awarded = 5 out of 15**
Determined using aerial photography; community of Traphill is less than one-mile from, but not adjacent to the site.
6. **Distance to urban support services. Points awarded = 0 out of 15**
Services exist within ½ mile of the project site.
7. **Size of present farm unit compared to average. Points awarded = 5 out of 10**
The majority of the farm units are more than 50% below the average size farm unit in Wilkes County (114 acres)
8. **Creation of non-farmable farmland. Points awarded = 0 out of 10**
This project will have no implications on remaining farmable land.
9. **Availability of farm support services. Points awarded = 0 out of 5**
No farm support services were identified within the site.
10. **On-farm investments. Points awarded = 10 out of 20**
Some on-farm investments including barns and storage buildings were identified using aerial imagery.
11. **Effects of conversion on farm support services. Points awarded = 0 out of 10**
No significant reduction in demand for farm support services would occur as a result from the project.
12. **Compatibility with existing agricultural use. Points awarded = 0 out of 10**
The project is compatible with existing agricultural use.

Conclusion: Total Points = 50 out of 160

NCDOT has completed a screening of farmland in the project area and calculated the total number of points for the site per Part VI of the NRCS AD-1006 Farmland Conversion Impact Rating Form.



